

C-5800-30

THE WEEKLY OF **BUSINESS AVIATION**™

Vol. 51 No. 20

INTELLIGENCE

Page 187

SEN. WENDELL FORD'S (D-Ky.) chances of winning the Senate Majority Whip position in the 102nd Congress improved last week when Sen. Alan Cranston (D-Calif.), who held the post in the Congress just ended, announced he will not compete for the job. Ford staff members say they are unaware of any other senators seeking the post and added that Ford will continue to chair the aviation subcommittee regardless of whether he becomes Whip.

TRANSPORTATION SECRETARY SAMUEL SKINNER has met with FAA to begin the rulemaking process for both a national noise policy and passenger facility charges. Deadline for the implementation of the noise policy is July 1, 1991. Skinner stressed that DOT officials will be cautious, but flexible when structuring the scope of the passenger facility charge. He said, however, that the Department is "not going to allow Taj Mahals to be built." (See related story on Page 190).

SKINNER called the reauthorization package, which included provisions for passenger facility charges and a national noise policy, a result of "a lot of give and take...It was quite an experience. If I was allowed to write books, it would probably make an interesting story." He said it was not an experience he hoped to encounter again. However, he added when the negotiations were finished, "there was very little controversy" with the reauthorization package.

THE REAUTHORIZATION LEGISLATION includes a policy statement that prohibits airports from discriminating between classes of aircraft. Provision would protect small aircraft from practices such as the landing fee schedule that the Massachusetts Port Authority implemented briefly at Boston Logan Airport (BA, Aug. 21, 1989/57).

MASSACHUSETTS PORT AUTHORITY survived election day last week after voters defeated a proposition that would have rolled back state income taxes and fees to the 1988 levels. Proposition 3 would have essentially eliminated some state agencies including Massport. Massport was reconsidering its options for assessing landing fees at Boston Logan Airport, but Thomas Champion, assistant to the executive director, said all plans were on hold until the authority knew the outcome of the election (BA, Oct. 1/118).

DELIVERIES OF FALCON 900B WITH UPDATED ENGINES PLANNED NEXT FALL

Falcon Jet Corp. officials are launching a marketing program for a new version of the Falcon 900 that will feature updated thrust Garrett turbofan engines to improve time-to-climb and cruise performance. The 900B, which Falcon Jet officials plan to begin delivering in the fall of 1991, will be priced at \$21.85 million, a \$1 million increase over the current 900. The 900B will be powered by three Garrett TFE731-5B turbofans, each rated at 4,750 pounds of thrust at sea level. That compares with the 4,500-pound thrust TFE731-5A engines on the original 900. The 5.6 percent increase in takeoff thrust will permit the 900B to climb directly to 39,000 feet four minutes faster than the current 900, FJC officials said, and will provide enough thrust at altitude to boost cruise speeds by up to .04 Mach. Maximum range of the 900B, with full fuel, eight passengers and NBAA IFR reserves, is listed at 3,870 nautical miles at a cruise speed of Mach .80, increasing to 4,000 nm when speed is reduced to Mach .75. In addition to offering new aircraft with the higher thrust engines, Falcon and Garrett plan to offer existing 900 operators the option of upgrading to 900B performance by modifying their -5A engines to -5Bs.

NOW ONLINE WORLDWIDE



The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • Dave Collogan/Editor, Kerry Lynch/Assistant Editor, Martin Sibley/Senior Copy Editor, Tom Woodall/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • Officers of McGraw-Hill, Inc.: Joseph L. Donne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Pangloss, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year \$420, 6 months \$275. Quantity rates on request. Mailed first class. COPYRIGHT © 1990 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

PRATT & WHITNEY ANNOUNCES LAYOFFS – Pratt & Whitney Canada has told employees that it will lay off between 1,000 and 1,200 workers between now and the end of January. "Recession is forcing several of our customers to make further cuts in their deliveries and, as a result, we will have to reduce production, starting January 1991," President Dave Caplan said in a letter to all employees. He said production schedules for November and December will remain the same, but will "drop drastically" in January. "Based on current business trends in North America – and particularly in the U.S. where a large portion of our market is found – engine sales could be down for an extended period. These developments leave us no choice but to undertake a significant reduction of our workforce, which will impact on the entire structure of the company," Caplan added.

Total employment currently stands at 9,500. Spokesperson Louise Boutin said the company does not believe the recession will be as deep as that in 1981-82 when 2,300 of 8,400 employees were furloughed. "We think this recession will be less severe because our product line is more diversified and we will try to take advantage of new business opportunities." About 50 percent of the engine manufacturer's business is business and corporate aviation and the other 50 percent is regional airline related. Beech Aircraft, a major Pratt & Whitney customer, said in late October that its market for new aircraft was softening and that it was taking steps to guard against overproduction. It blamed the federal budget debacle, the then-proposed luxury tax and the rising price of aviation fuel (*BA*, Oct. 29/167).

Caplan told employees that he continues "to view the longer term with optimism. Once this hurdle has been dealt with, I believe we will resume growth as we did after the 1981 recession...As we did in the early eighties, we will now concentrate on consolidation and on developing business strategies that will place us in a favorable position to take advantage of new business opportunities once the economy recovers. While we go through this difficult period, we need to maintain a strong emphasis on supporting the customers in everything we do."

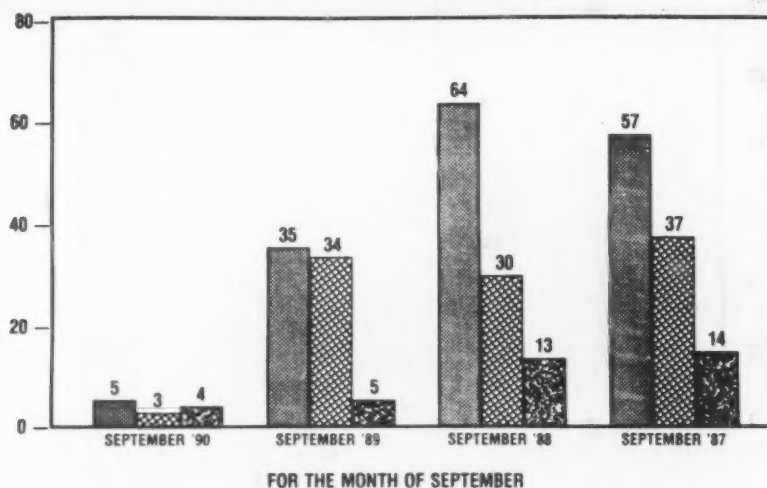
NTSB INVESTIGATING INFLIGHT FAILURE OF FALCON 50 ENGINE – National Transportation Safety Board officials were at Garrett Turbine Engine Co. facilities in Phoenix last week as part of their continuing investigation of the inflight failure of a TFE731 engine on a Falcon 50. The failure occurred Oct. 28 while a Falcon 50 operated by Dow Chemical Co. was enroute from Lewisburg, W. Va. to Saginaw, Mich. The aircraft was at 33,000 feet when the front fan section of the No. 1 engine separated from the aircraft. The pilots, the only persons on board, were not injured and landed the damaged aircraft in Columbus, Ohio. The aircraft, N52DC, sustained minor damage to the fuselage.

The front of the engine cowl, the fan and fan gearbox all separated from the engine and have not been found, although Garrett officials have been advertising in newspapers in the area where the incident occurred, offering a reward for the return of the missing components. An engine mount bolt also was lost and officials were unsure last week whether the failure of the bolt or the fan assembly occurred first. Garrett officials, working with NTSB investigators, were conducting a teardown inspection of the remaining part of the engine last week.

INDUSTRY URGES CLARIFICATION OF FAA ENFORCEMENT POLICIES – More than 150 letters have been filed at FAA supporting a petition by Tucson attorney Lawrence Smith for a rulemaking to clarify FAA enforcement policy. The petition, which Smith submitted in January on behalf of 14 FAA license holders, called on the agency to consolidate the two federal aviation regulations relating to civil penalty actions and certificate actions into a single rule, and to incorporate related policies not found in either.

The petition asks FAA "to correctly state the law for civil penalties," which provides for the right to a jury trial in district court for alleged safety violators. Smith also sought an explanation from FAA about the circumstances under which the agency can choose to seek either civil penalties or to take action against an airman's certificate – but then may shift to the alternate remedy. In addition, Smith charged that FAA in 30 years had never gotten the public involved in the establishment of enforcement policy. The agency needs to seek public comment on issues such as "whether as much as 95 percent of pilot violations should suffer suspension rather than a money fine." Letters supporting the petition were received from individual air carriers, the Alaska Air Carriers Association, at least one airport manager and the National Air Transportation Association, an association of fixed-base operators.

FAA last spring announced a series of measures it intended to implement to address shortcomings in its enforcement program for both general aviation and air carrier operations, including using a variety of compliance tools short of license suspension. The agency, however, has not yet acted on Smith's petition.

USED RETAIL JET DELIVERIES – NORTH AMERICA**LIGHT**

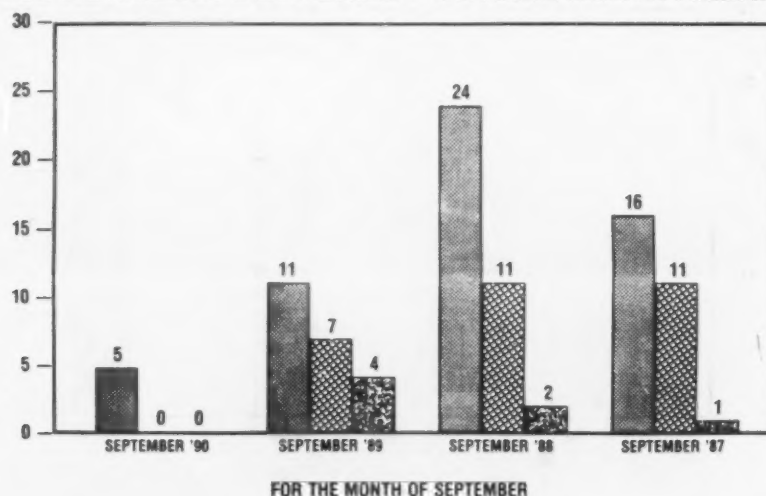
SN601 Corvette
Beechcraft 400
Citation I + 2
Falcon 10 + 100
IAI 1120 ASBC Commodore Jet
Leak Jet 230/25/26/26/36
MU300 Diamond 11A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
IAI 1120/1124/1124A Westwind
IAI 1120 Astra
Leak Jet 30/35/RSR/RSS/RSS/RSSC
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/60
G1158 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airbus Type jets
Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA**LIGHT**

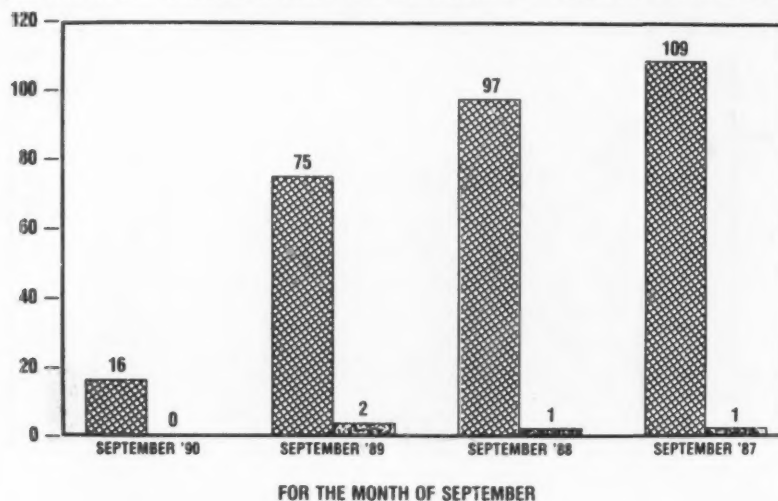
SN601 Corvette
Beechcraft 400
Citation I + 2
Falcon 10 + 100
IAI 1120 ASBC Commodore Jet
Leak Jet 230/25/26/26/36
MU300 Diamond 11A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
IAI 1120/1124/1124A Westwind
IAI 1120 Astra
Leak Jet 30/35/RSR/RSS/RSS/RSSC
Saberliner (All Models)

HEAVY

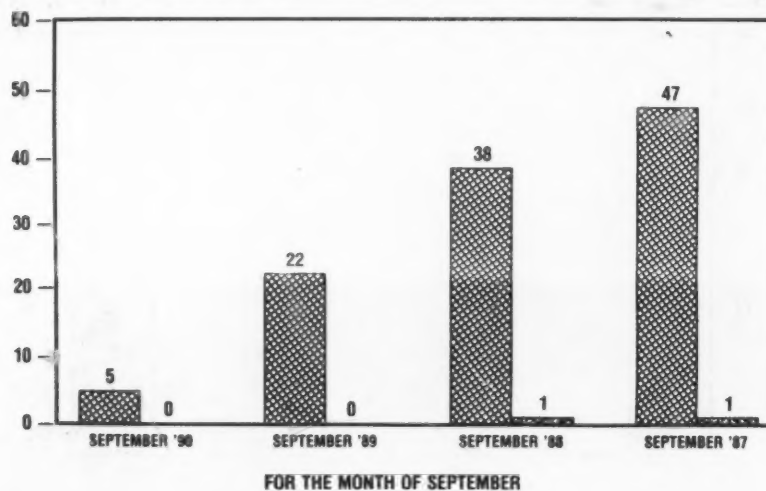
CL600/601 Challenger
Falcon 50/60
G1158 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airbus Type jets
Such as Boeing 707 and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA**MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conquest
Cessna 425/441/680/635
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Meridian/Metro (All Models)

HEAVY

G159 Gulfstream I
All Airline Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA**MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conquest
Cessna 425/441/680/635
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Meridian/Metro (All Models)

HEAVY

G159 Gulfstream I
All Airline Type Turboprops
Such as F-27 Friendship and similar type aircraft